

NOTICES

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NOTICES

(From Our Own Correspondent)

Amoy, March 29th.

There has been a good deal of talk in the paper lately with regard to the proposed Constitutional Amendment which the Chinese Government is adopting. Progress of a very material and practical nature seems to have been made here in Amoy of late towards the end.

Some two or three months ago a proposition was issued by the Foochow Authority giving information as to who will be entitled to vote, and the procedure to be adopted. All business men who are worth \$500 and over; all those with any official rank; literary men, and Christian Preachers, and most professional men of good standing are to be entitled to the vote. In Amoy it was found that there were over 700 such. Matters came to a head, so to speak, last week. Balloting took place in the neighbouring town of Tong An. Out of the 700 odd people who could vote, only about 200 availed themselves of the privilege. The rest, Chinese-like, preferred to wait until they saw that they would be let in for if they voted. The two who were at the top of the poll were Lin Nee Kan, a rich and powerful local business man, who received 127 votes, and To Cheng, Master Tait and Co. Proprietors, who received 30 votes. These two elected representatives will be Amoy's contribution to the Provincial Assembly that is to meet in Foochow shortly. This assembly will consist of 72 members, and only a few of these will go up to Peking to attend the proposed Parliament.

The voting was by secret ballot, but a lot of underhand tricks seem to have been resorted to, making the whole thing rather a farce.

Billiards.

The final of the Customs Club Billiard Tournament was played off on Saturday afternoon, when Mr. B. Nilsson beat Mr. C. C. de Carvalho by 20 points, the latter conceding 25 points. The winner receives a silver cup presented by the Customs Club, and also gets his name put on the Cup given to the Club by the Captain and Officers of the "Talang". Mr. Carvalho is the recipient of a beautiful cue, and Mr. Kahler, Chief Examiner, receives two silver vases for the highest break made during the Tournament.

Shipping.

The ss. Taisang arrived in early on Sunday morning after an exceedingly stormy trip up from Manila. She took over four days, and experienced some very heavy weather.

The ss. Hong Moh also reports very rough seas between Hongkong and Amoy, and Captain Bainbridge at one time almost despaired of making port, tremendous seas frequently breaking right over the bridge.

An exceedingly violent North East gale has been blowing for the last five days, and is only just showing signs of abating.

The Gloucester arrived yesterday about noon from Hongkong bringing some 470 passengers.

Naval News.

Four American Cruisers, the Charleston, Deyver, Cleveland and Galveston arrived here late on Sunday afternoon, and will stay until Wednesday morning when they will proceed to Shanghai.

The British Despatch Post Authority, with Admiral Lambton on board, arrived at Amoy on Monday afternoon, and leaves again in a few hours.

Customs Returns for 1906.

In view of the special attention which is taken in the movements of goods and treasure at the present time, the Acting Inspector General, as the N. C. Daily News says, has approved of certain information being given in advance of the publication of the annual returns. The first set of tables contains the figures of the total amount of treasure in gold and silver of all classes, and of copper coin, passing between China and foreign countries during 1906. Foreign countries are divided into Europe, America, Batavia and Asia, which again is subdivided as will be seen. The following tables show the grand totals in all respects, the figures being, of course, in Haikwan Taels.

Imports.

Exports.

Imports.

Exports.

Imports.

Exports.

Imports.

Exports.

Imports.

Exports.

Imports.

Exports.

Imports.

Exports.

Imports.

NOTICES

GREEN ISLAND CEMENT CO., LTD.

THE TWENTY-SIXTH ORDINARY

ANNUAL MEETING OF SHAREHOLDERS OF THE COMPANY WILL BE HELD AT THE OFFICE OF THE GENERAL MANAGERS, 25, QUEEN'S BUILDINGS, VICTORIA, HONGKONG, ON SATURDAY, THE 31ST DAY OF APRIL, 1907, AT 11.30 O'CLOCK A.M. FOR THE PURPOSE OF RECEIVING A STATEMENT OF ACCOUNTS AND THE REPORT OF THE GENERAL MANAGERS FOR THE YEAR ENDING 31ST DECEMBER, 1906, DECLARING A DIVIDEND AND ELECTING A CONSULTING COMMITTEE AND AUDITORS.

THE TRANSFER BOOKS OF THE COMPANY WILL BE CLOSED ON SATURDAY, THE 31ST DAY OF APRIL, 1907, BOTH DAYS INCLUSIVE.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

HONGKONG, MARCH 23, 1907. 409

THE CHINA BORN CO., LTD.

THE TWENTY-SIXTH ORDINARY

GENERAL MEETING OF SHAREHOLDERS OF THE COMPANY WILL BE HELD AT THE COMPANY'S OFFICE, 25, QUEEN'S BUILDINGS, VICTORIA, HONGKONG, ON SATURDAY, THE 31ST DAY OF APRIL, 1907, AT NOON, FOR THE PURPOSE OF RECEIVING A STATEMENT OF ACCOUNTS AND THE REPORT OF THE GENERAL MANAGERS FOR THE YEAR ENDING 31ST DECEMBER, 1906, AND ELECTING A CONSULTING COMMITTEE AND AUDITORS.

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HONGKONG, MARCH 23, 1907. 413

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE THIRTY-SIXTH ORDINARY YEARLY MEETING OF THE SOCIETY WILL BE HELD AT ITS HEAD OFFICE, NO. 2, QUEEN'S BUILDINGS, VICTORIA, HONGKONG, ON WEDNESDAY, THE 21ST DAY OF APRIL, 1907, AT NOON, FOR THE PURPOSE OF RECEIVING THE REPORT OF THE DIRECTORS TOGETHER WITH THE STATEMENT OF ACCOUNTS TO 31ST DECEMBER, 1906, AND OF DECLARING DIVIDENDS.

THE TRANSFER BOOKS OF THE SOCIETY WILL BE CLOSED FROM 7th APRIL TO 31st APRIL, 1907, BOTH DAYS INCLUSIVE.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

HONGKONG, MARCH 24, 1907. 422

UNION INSURANCE SOCIETY OF CANTON, LTD.

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NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING OF THE SOCIETY WILL BE HELD AT ITS HEAD OFFICE, NO. 2, QUEEN'S BUILDINGS, VICTORIA, HONGKONG, ON WEDNESDAY, THE 21ST DAY OF APRIL, 1907, AT 12.15 P.M., FOR THE PURPOSE OF RECEIVING THE REPORT OF THE DIRECTORS TOGETHER WITH THE STATEMENT OF ACCOUNTS TO 31ST DECEMBER, 1906, AND OF DECLARING DIVIDENDS.

Should the above Special Resolution be duly passed, it will be subsequently submitted for consideration to a further extraordinary General Meeting, of which Notice will be hereafter given.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

HONGKONG, MARCH 23, 1907. 427

THE CHINA TRADERS' INSURANCE COMPANY LTD.

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NOTICE IS HEREBY GIVEN THAT THE FORTY-THIRD ORDINARY MEETING OF SHAREHOLDERS OF THE ABOVE COMPANY WILL BE HELD AT THE HEAD OFFICE, NO. 2, QUEEN'S BUILDINGS, HONGKONG, ON WEDNESDAY, THE 21ST DAY OF APRIL, 1907, AT 12.30 P.M., FOR THE PURPOSE OF RECEIVING THE REPORT OF THE DIRECTORS TOGETHER WITH THE STATEMENT OF ACCOUNTS TO 31ST DECEMBER, 1906, AND OF DECLARING DIVIDENDS.

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NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY

**TO GUARD NAVAL
SECRETS**

Peking, March 31.
Prince Su and H. E. T. Liang have decided that Chinese engineers alone shall be employed in the construction of all naval works at naval bases in order to prevent naval and strategic secrets from finding their way abroad.

PRAISE FOR LU YIN-CHANG.

(Wah Yee Yee T'ao Service.)
Peking, March 31.
According to a statement recently submitted to the Throne by the Board of Civil and Military Establishments and the Board of War, out of all the Ministers serving since the late Emperor's death, Lu Yin-chang, according to Tokyo, has attained out his duties most satisfactorily during the past year.

THE CANTON-HANKOW

(Wah-Tu-Yat-Po's Service.)
Peking, March 31.

(Wah Tam Yat Po's Service.)
 Peking, March 31.
 The Wai-wu-pu has telegraphically instructed Kao Yi-hin that as soon as

AN ENORMOUS LEAKAGE

(With The Yat-Po's Service.)
PEKING, March 31.
Duke Tsai Chi, President of the
Board of Finance, states that if the
finances of the various provinces were

LOTTERIES TO BE ABOLISHED

(Wah Tin Yat Po's Service.)
PEKING, March 31.
The Peking authorities have decided
that all lotteries shall be stopped
throughout China in the course of a
war.

...the pictures are exceedingly clear and together the film is one of the best ever shown in Hongkong.

came on March 17th dashed into the station at Montreal at forty miles an hour, crashing through two waiting rooms in the street and killing five persons and injuring twenty. The passengers were hurt. It appears that when two miles from the station the boiler plug blew out, throwing off the engine-driver and fireman.

GARLIES.

TOBACCO CO.
CIGARETTES
TRERS;
and well filled in rice paper
cups. A Good Kennedy for

Co., Ltd.

LEGISLATIVE COUNCIL.

His Excellency Sir Frederick Lugard presided at the meeting of the Legislative Council which was held this afternoon. There were also present:—

Colonel DANKIN.
Hon. Mr. F. H. MAY, Colonial Secretary.
Sir HENRY BARKLEY, K.C., Acting Attorney General.
Hon. Mr. W. G. BATHAM, Director of Public Works.
Hon. Mr. A. M. THOMSON, Colonial Treasurer.
Hon. Mr. E. A. IRVING, Registrar General.
Hon. F. J. HADDLEY, Capt. Sept. of Police.
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Dr. Ho Kai.
Hon. Mr. Wai Yee, O.M.G.
Hon. Mr. H. W. SLADE.
Hon. Mr. H. A. HAYES.
Mr. A. M. G. FLETCHER (Clerk of Council).

THE VALUATION OF TENEMENTS.
Resolution by the Legislative Council under Section 31 (1) of the Rating Ordinance, 1901, (Ordinance No. 6 of 1904), the 1st day of April, 1909. Resolved by the Legislative Council that the percentage on the valuation of tenements payable as rates in the undermentioned places be altered from the 1st day of July, 1909, as follows:—

Taiwan... From 9% to 10%
Hok Tin... 10% to 11%
Tikoktui... 10% to 11%
Hingmou... 10% to 11%
Tientsin (Kowloon)... 13% to 14%
Yamat... 13% to 14%
Mongkok... 13% to 14%

The Hon. Colonial Secretary proposed the motion, and observed that as the appliances were now available for use in case of fire it was reasonable that the rates be increased.

The Hon. Colonial Treasurer seconded, and the motion was agreed to.

TYPHON WARNING.

His Excellency the Governor made some remarks on the recent visit of the Director of the Hongkong Observatory to the Manila institution, and stated that they had decided to expend a sum of \$1,200 in improving the instruments in the Hongkong Observatory. Further, the Director of the Manila institution had promised to send extra observations from other stations at Manila should be interrupted, which, unfortunately, frequently occurred. He had also agreed to send any information in the determination of the position of typhoon centres.

PUBLIC HEALTH ORDINANCE.

First reading of a Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903.
The Hon. Attorney General proposed the first reading. The Hon. Colonial Secretary seconded and the bill was read a first time.

LIFE INSURANCE COMPANIES ORDINANCE.

First reading of a Bill entitled An Ordinance to amend the Life Insurance Companies Ordinance, 1902.
The Hon. Attorney General proposed the first reading. The Hon. Colonial Secretary seconded and the bill was read a first time.

CODE OF CIVIL PROCEDURE.

First reading of a Bill entitled An Ordinance to amend the Code of Civil Procedure, 1903.
The Hon. Attorney General proposed the first reading. The Hon. Colonial Secretary seconded and the bill was read a first time.

EVIDENCE ORDINANCE.

First reading of a Bill entitled An Ordinance to amend the Evidence Ordinance, 1899.
The Hon. Attorney General proposed the first reading. The Hon. Colonial Secretary seconded and the bill was read a first time.

WIRELESS TELEGRAPHY.

First reading of a Bill entitled An Ordinance to amend the Wireless Telegraphy Ordinance, 1903.
The Hon. Attorney General proposed the first reading. The Hon. Colonial Secretary seconded and the bill was read a first time.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held under the Presidency of the Hon. Colonial Secretary when the following reports were considered and passed.

COMPENSATION FOR LOSING OPIMUM DIVANS.

A sum of \$1,613 in aid of the opium divans, compensation for loss of opium divans.
The Hon. Colonial Secretary proposed the first reading. The Hon. Colonial Secretary seconded and the bill was read a first time.

THE HON. COLONIAL SECRETARY.

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RESIGNATION OF MR. A. SEETH.

By the resignation of Mr. Arathoon Seth, L.S.O., of the position of Registrar of the Supreme Court, the Hongkong Civil Service loses one of its most "ancient landmarks." We believe that Mr. Seth was the oldest servant of the Hongkong Government, for he became interpreter in Hindustani to the Magistrate in 1868. Resigning in 1869, he entered the P. and O. Company's office, but September, 1872 saw him return to the Magistrate as Third Clerk. Having risen to be First Clerk, he was transferred to the Secretary's office, eventually becoming Clerk of Council. It would take up large part of our space were we to enumerate all the offices which Mr. Seth has filled, but mention must be made of the government of the land questions in the New Territory, and during the great plague epidemics. For over ten years he has discharged the duties of Registrar of the Supreme Court and no one ever more deserved the distinction of the L.S.O. which was conferred on him in 1903. Mr. Seth retires into private life with his faculties and strength in his fullest vigour, and we therefore hope that he will be spared many years to enjoy the quietude which he has earned so well. No civil servant in Hongkong has worked more conscientiously, single-mindedly and well, and few have won a wider circle of attached friends than Mr. Seth can boast of. His abilities as a keenly and conscientiously are the sterling qualities of his upright character.

ROBINSON PIANO CO. v. MADAME FLINT.

Judgment for Plaintiffs.

The case in which the Robinson Piano Co. brought an action against Madame Flint to fulfil the conditions of a contract, alleged to have been concluded in a series of letters, to occupy the eastern portion of their stores, at a rental of \$350 a month, again came before the Chief Justice (Sir F. Pigott) in the Supreme Court, to-day.

His Lordship in giving judgment said he did not think he could accept the suggestion which had been made with regard to the terms of the letters by defendant. He had to look at the intention of the parties in the series of correspondence and it was clear to his mind that they had agreed after a series of written discussions as to what the principal terms were on which the lease was to be taken out. That was a final remark by defendant that if plaintiffs instructed their solicitors to prepare a draft lease Messrs. Deacon, Looker and Deacon would approve of the same. The question he had to decide was, in the agreement subject or dependent upon terms to be approved by the solicitors, or does it simply mean that terms have been agreed to and that the agreement has to be drafted? He thought it was not an agreement subject or dependent upon terms to be approved by the solicitors, or does it simply mean that terms have been agreed to and that the agreement has to be drafted?

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THE AFFAIRS OF S. E. ALLAN AND CO.

Allotted "System of Justice."

At the Supreme Court to-day, before the Chief Justice (Sir F. Pigott), sitting in bankruptcy jurisdiction, the public examination was conducted of S. E. Allan, Debtor, replying to the Official Receiver, stated that he was late proprietor of the firm of S. E. Allan and Co., and started business in December, 1906, purchasing it from S. M. Barchof for between \$16,000 and \$18,000, payable by monthly instalments of \$400. He had no capital, beyond \$1,000 worth of jewellery. He thought he made a profit on the first year. The only account book he kept was a customer's ledger. He did not keep any cash book, because he had no partners. He opened an account with the Yokohama Specie Bank in November, 1907, and later with the International and Dutch Banks.

The Official Receiver:—You say Moosa V. Vain paid you \$5,000. What was it for, a present?—Debtor: No, sir; to keep for him.

You paid it back to him?—Yes, sir.

An extraordinary thing, wasn't it, to give you \$5,000 to keep? What was the agreement?—No agreement.

Replying to further questions, debtor said Moosa V. Vain had no interest whatever in the business. He, however, used to supply debtor with goods on commission.

Asked about what profit he made on the first year, debtor said he should think over \$2,000. During the first year his personal expenses were about \$100 a month. That was taken out of the business, but he had no means of correctly checking this.

Can you make out any statement at all as to what you have been spending on yourself for the last two years?—I don't know, but this year I spent more money because after November I was starting to drink and I don't know how many dollars I am spending.

You have, as a matter of fact, been spending a lot of money, haven't you?—I don't know, but I don't drink. He said after November when I was always thinking about cures I started to drink.

Since that you know you have been spending considerable sums on drink and other things, haven't you?—Well, I don't know. When I am in a drinking mood I am very sorry. At night time when I drink I don't know how many dollars I am spending.

You have been in the habit of frequenting disorderly houses, haven't you?—Yes, I have. I have been in the habit of frequenting disorderly houses, haven't you?—Yes, I have. I have been in the habit of frequenting disorderly houses, haven't you?—Yes, I have.

Have you any family dependent upon you?—No family.

Mr. Barchof, who appeared for creditors, said he was insolvent. I didn't know until the last moment, when every creditor wanted to take money away.

Do you recollect having an interview with Mr. Pearce, of the firm of J. H. Pearce and Co. at the end of October last, when you assured him you were perfectly solvent?—No, sir.

Do you deny that you had an interview and said that?—I told him nothing about my insolvency.

And Mr. Pearce says you did say you were solvent, and in consequence that let you have \$3,000 worth of goods, he is not speaking the truth?—No; he came to my shop every now and then and said, "Give me an order," and I gave him an order.

This case of yours was then being duly reported in the papers, and you suggest that Mr. Pearce never troubled in equities as to your solvency?—Yes, I know. I know that Mr. Pearce never troubled in equities as to your solvency?—Yes, I know. I know that Mr. Pearce never troubled in equities as to your solvency?—Yes, I know.

You told us just now that you had no such conversation. I put it to you that you made a deliberate false statement to Mr. Pearce to obtain from him \$3,000 worth of goods. Do you deny that or admit it?—No; I deny it.

This business of yours you sold just before the bankruptcy, didn't you?—Yes.

You were not the real owner, were you? You had paid for it?—Yes, I was the owner. I was in possession.

Had you paid for it?—No.

You know, as a matter of fact, that the promissory notes you had given for this business were paid by the National Bank of China, didn't you?—Yes.

Hypothecated to them for the purpose of financing Moosa V. Vain and Co., who were supplying you with goods?—I gave promissory notes to Moosa V. Vain and he hypothecated them. I didn't know the Bank were financing Moosa V. Vain, who was helping me.

You knew Moosa V. Vain had hypothecated the notes?—Yes, I knew that. I didn't think you might have, before you transferred this business, communicated with the Bank?—I thought what was paid for the business then was a good price.

With regard to the money you say Moosa V. Vain paid you for the business, you know at that time Moosa V. Vain was in difficulties, didn't you?—Yes.

Why didn't you go and inform the Official Receiver about this money?—He was not bankrupt when he gave me the money. He told me to keep it for him.

Did you call that honest?—He told me to keep it aside.

Did you call it honest on your part?—I can't say.

I suggest that the whole of these drawings of pure for beer were a system of juggling on your part in conjunction with Moosa V. Vain?—No, it is not so.

Then why didn't you have the objects in a bottle with the main name on them?—Well, he asked me to give him cash.

You have kept proper books of accounts, haven't you?—Only a few.

And you have been guilty of carrying away in a bag, I think you admit?—I didn't know it at that time.

The Official Receiver asked that the examination be closed, and the Official Receiver said:—

Mr. Barchof, therefore, applied that debtor be adjudged bankrupt, and this was also done.

ACCIDENTS WILL HAPPEN IN THE BEST REGULATED FAMILIES.

THE average home is frequently in need of a good insurance against accidents, and the best insurance is that which covers the whole family.

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HONGKONG VOLUNTEERS' RESERVE ASSOCIATION.

Annual Meeting.

Sir Henry BARKLEY, K.C., presided over the 10th annual meeting of the Hongkong Volunteer Reserve Association, held at the City Hall, on Wednesday evening. There was rather a poor attendance.

The Chairman said this was the fourth occasion on which the Volunteer Reserve Association had met to hear the report of the proceedings for the previous twelve months. He regretted to say that the report on this occasion showed a slight falling off in the enrolled membership. There were at the end of December 1907 on the strength 230, and on the strength last year there were 193, of whom 165 were present in the colony. The falling off had been due to members leaving the colony and to deaths. Principally the strength was the same as last year, and he supposed that the lack of action was due to the fact that the field was pretty well exploited and that most of the men qualified in this somewhat restricted area had already joined. They knew that only those who had attained the age of 35 were allowed to join the association unless they had served in the regular or auxiliary forces for a period of ten years. It had been suggested that the age limit should be reduced to 30, but the reason assigned by those who would not reduce it was that it would restrict the area of recruiting for the Volunteers. The last thing that any member of the Association would wish to do was to act in a way detrimental to the volunteer force. They were passing the volunteer force of this country. They were men most of whom had passed through service of some kind and they had the welfare of the voluntary defensive forces of the Colony at heart. He regretted the decrease, whatever its cause. It was due to lack of enthusiasm he trusted that would not be the case during the coming twelve months, and if anything could be done to wake and maintain the enthusiasm they might trust the governing body of the country would do everything possible. The falling off in the numbers was to be regretted, also in his opinion was the falling off in the attendance at the ranges. He could not see any reason why that should be the case. The crystals were not there, but the ranges and they had everything which could induce men to make themselves efficient with the rifle. It might possibly be that some thought they were efficient and did not care to go on to the ranges, but that, as in every sport, the man who did not have constant practice became slack. Members did not join the association because of any gain but because they felt there was a call of duty, they felt that the defence of the country should be their concern, and, as in every sport, the man who did not have constant practice became slack. Members did not join the association because of any gain but because they felt there was a call of duty, they felt that the defence of the country should be their concern, and, as in every sport, the man who did not have constant practice became slack.

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, via SUEZ, PORT SAID, COLOMBO, PANAMA, COLON, SAN FRANCISCO, and YOKOHAMA	DELHI	Noon, 2nd	By Special
SHANGHAI, MOJI, KOBE, and YOKOHAMA	PERA	About 8th	Freight only.
LONDON & ANTWERP, via SUEZ, PORT SAID, COLOMBO, PANAMA, COLON, SAN FRANCISCO, and YOKOHAMA	SUMATRA	About 12th	Freight and Passage.
SHANGHAI	ASSAYE	About 15th	Freight and Passage.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Japan (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong, St. John and Quebec.

From Hongkong:	From St. John or Quebec:
EMPERESS OF JAPAN	EMPERESS OF IRELAND
SUNDAY, APRIL 11th.	FRIDAY, MAY 7th.
EMPERESS OF INDIA	ALLAN LINE
SUNDAY, MAY 2nd.	FRIDAY, MAY 28th.
EMPERESS OF BRITAIN	
SUNDAY, MAY 23rd.	FRIDAY, JUNE 18th.

Each Trans-Pacific steamer connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) \$27.10/-

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SPECIAL THROUGH RATES (First class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (turned Intermediate) the accommodation and commissariat being excellent in every respect.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$24.

Via New York \$26.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR MOJI, KOBE, YOKOHAMA, HONOLULU, SAN FRANCISCO and PORTLAND.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To Sail on
ALBERTA	5167	JOHN ECKERT	March 31st, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Western Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMSHIP	CAPTAIN	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	TOKIN	CHABONNEL	April 12, p.m.
MARSEILLES, Via Port SAID, COLOMBO, PANAMA, COLON, SAN FRANCISCO, and YOKOHAMA	CALEDONNIEN	BRUNO	April 13, at 1 p.m.
SHANGHAI, KOBE and YOKOHAMA	OCEANIE	MAISON	April 16, p.m.
MARSEILLES, Via Port SAID, COLOMBO, PANAMA, COLON, SAN FRANCISCO, and YOKOHAMA	ERNEST SIMONS	GIRARD	April 17, at 1 p.m.

TRANS-SHIPMENT on the Co.'s Steamers at SINGAPORE for BATAVIA, SOERABAYA, COLOMBO, PORT SAID, and ALEXANDRIA.

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P. de CHAMPORIN, Agent, QUEEN'S BUILDING.

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REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO.

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MAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Madeira, Gambia, and other Mediterranean, Atlantic, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NET SAILINGS FROM HONGKONG.

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Havre, Rotterdam & Hamburg
S.S. BELORAVIL	S.S. JELINIA
31st Mar.	5th April
S.S. SILENIA	For Bremen, Hamburg & Hamburg
15th April	S.S. AMORIA
S.S. SILENIA	For Rotterdam & Hamburg
29th April	S.S. NICOMEDIA
S.S. BELORAVIL	For Bremen, Hamburg & Hamburg
13th May	S.S. BRAGAYA
S.S. SILENIA	For Bremen, Hamburg & Hamburg
27th May	S.S. SILENIA
S.S. BELORAVIL	For Bremen, Hamburg & Hamburg
10th May	S.S. SILENIA
S.S. SILENIA	For Bremen, Hamburg & Hamburg
24th May	S.S. SILENIA

For further particulars, apply to

HAMBURG-AMERIKA LINIE Hongkong Office, Hongkong, March 11, 1909.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
TENYO MARU	21,000 Tons, WEDNESDAY, 7th April, at Noon.
KOREA	18,000 Tons, TUESDAY, 13th April, at Noon.
NIPPON MARU	11,000 Tons, SATURDAY, 24th April, at Noon.
SIBERIA	13,000 Tons, TUESDAY, 4th May, at Noon.
CHINA	13,000 Tons, TUESDAY, 11th May, at Noon.
MANCHURI	27,000 Tons, TUESDAY, 18th May, at Noon.
CHITO MARU	21,000 Tons, SATURDAY, 22nd May, at Noon.
ASIA	2,600 Tons, FRIDAY, 4th June, at Noon.
MONGOLIA	27,000 Tons, TUESDAY, 15th June, at Noon.

* Twin Screw. † Triple Screw Steamer.

Fares: Hongkong to London \$71. 10. 0, including Berth and Meals across America.

INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

China	Tuesday, 11th May, at Noon.
Asia	9,500 Tons, Friday, 4th June, at Noon.
China	10,200 Tons, Tuesday, 27th July, at Noon.

Hongkong to London via Canadian Atlantic Ports \$243.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency for the Companies, Kine's Bazaar (opposite Blake Pier).

S. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:-

Atsuta Maru	(Capt. W. THOMPSON)	About Wed., 7th April.
Miyasaki Maru	(Capt. W. BAINBRIDGE)	About Wed., 5th May.
Kitano Maru	(Capt. F. E. COPE)	About Wed., 2nd June.
Hirano Maru	(Capt. H. FRASER)	About Wed., 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars, apply to

NIPPON YUSEN KAISHA.

Hongkong, December 30, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909.
ARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. Wm. Wade, Tons 6715	WEDNESDAY, 14th April, at Daylight.
VICTORIA, B.O. AND SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA	KANAGAWA MARU, Capt. N. Ohno, Tons 6169	WEDNESDAY, 28th April, at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	TANGO MARU, Capt. S. Ishikawa, Tons 7403	TUESDAY, 13th April, at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	AKI MARU, Capt. J. Nagao, Tons 6444	TUESDAY, 27th April, at Noon.
SHANGHAI, MOJI & KOBE	KUMANO MARU, Capt. N. Hoshino, Tons 5076	FRIDAY, 16th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5317	FRIDAY, 14th April, at Noon.
	TAKASAKI MARU, Capt. A. Mosker, Tons 4370	THURSDAY, 1st April, at Noon.
	WAKIMIYA MARU, Capt. T. Tanawaki, Tons 4421	FRIDAY, 2nd April, at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5317	WEDNESDAY, 14th April, at Noon.

* Omitting Yokohama. † Cargo only.

† Fitted with Marconi's System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Offices in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO, Manager.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE - SHIMAZU, KOREA, JAPAN.

BRANCHES - NIPPON, SHIMAZU, SHIMAZU, JAPAN AND HONGKONG.

CABLE ADDRESSES - MIYASAKI, applying to Head Office and Shimazuki Branch. YUKAWA, applying to Hongkong Branch only.

A. B. C. Code, 4th Ed.

JAPAN COALS.

The Head and Branch Offices will receive any Order for

Y. KUBO, MANAGER, HONGKONG.

4th Floor, No. 1, CONNAUGHT ROAD.

Hongkong, (overseas).

THE LIFE OF A JAPANESE CONSOLE.

In a letter to the *Japan Mail*, Mr. Y. Hida writes:—I am an ordinary private of the 48th Regiment of Yamaguchi, serving there as a one-year volunteer. I was on the staff of the 1st Division, 1st Army, when the Army with other conscripts after leaving the Mori Branch of the Mitsui Bussan Kaisha where I had been working until the middle of November last. In view of the existence among conscripts of notions of wrong ideas about the treatment of new soldiers in the Army, I take the liberty of giving a brief account of my new life in the barracks, which you will greatly oblige me by inserting in your valuable columns, should you consider it worth doing so.

The communication referred to is as follows:—The public at large seems to be entertaining more or less, if not entirely, pessimistic views on the treatment of new soldiers in the Army. It appears to have been true that an ill-treatment of some young school-bullying had been going on in the barracks. At present, however, no trace of this kind of thing is to be found. The old and new soldiers are so mutually friendly that they help each other with a kind of brotherly love. Again, the severity of the training of new recruits was, for a long time, the common fear of fathers and mothers who sent their sons to the Army. As a matter of fact, it is beyond question that in order to overcome great difficulties of various nature, which troops may encounter in the field, soldiers must be accustomed to adversity and thus cultivate the habit of enduring the time of peace. This is, however, gradually done, not in such a hurry as some people might imagine. Nowadays new soldiers go to bed, or rather should go to bed, at 9 o'clock in the evening, thus get up at 6.30 in the morning, thus sleeping for nine and a half long hours. Resting earlier or sleeping later than the time above defined, is strictly prohibited.

Through the whole night, two soldiers at least must be given notice to soldiers exposed to the danger of catching cold. Generally between eight and nine o'clock, they receive lessons on military subjects in a classroom. Their drill begins at 9 and continues till 11.30. Their afternoon work commences at 1 and ends at 3 or 4 at the latest. Even during the drill hour, they often have flagging races or some other interesting sport. Thus, they are gradually, not in haste, put into the mould of trained soldiers. Their drill is not so severe, very gradually so as to do no harm to their health. From simplicity to intricacy is the fundamental principle of training soldiers in the Japanese Army. Moreover, the utmost exertion is displayed by the officers to prevent the ill-treatment of new soldiers by the old. In addition to the above, every company of the regiment has now the use of a special room for amusements, where soldiers are at full liberty to devote themselves to any kind of game not injurious to military morality. Sanitation is strictly observed in the Army and all steps are taken to prevent the outbreak of cholera among soldiers. Gloves are allowed to be worn by soldiers suffering from the above complaint. Lectures are often given to them with regard to the sanitation of the Army. Priests are frequently invited to teach soldiers morality from their standard. In short, the training of new soldiers in the Army has been much improved of late, a progress which has characterized the whole of the Japanese Army since the late war, and there exists at present no cause for the apprehension which some people still entertain to the effect that regard to the treatment of new recruits in the Army.

Hotels.

KING'S HOTEL.

WEI-HAI-WEI.

THIS First-Class Hotel is now under new management and has recently been thoroughly renovated. It contains elegant reception, bed, and billiard rooms and is very well situated on high ground and commands a fine view of the Harbour and surrounding Country, and is fitted throughout with Electric Light, Hot and Cold Water, Lift, and all the latest improvements. For further particulars apply to

DUNCAN CLARK, Manager, WEI-HAI-WEI.

January 14, 1909.

KING EDWARD HOTEL.

HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS. PRIVATE BATH AND BILLIARD ROOMS. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each floor. Tables D'Hotel at Separate Tables. Tel. Address: "VICTORIA," Hongkong. For Terms, etc., apply to the MANAGER.

Hongkong, October 1, 1908. 1362

BRASSIDE PRIVATE HOTEL.

STANDING in its own grounds with 100 Acres of Land, Large, airy and Well-Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone No. 690. Apply to Mrs. F. W. WATTS, "Brasside," 30, Macdonnell Road. Hongkong, September 2, 1908. 1214

KINGSCLERE PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 124. Teleg. Address: "KINGSCLERE," A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting, and all the latest improvements. For further particulars, apply to the MANAGER.

Hongkong, September 1, 1908. 1208

VICTORIA HOTEL.

SHAMHUN, CANTON.

Manager: Mr. H. HAYES. Telephone Address: Victoria, Shamhun. Situated on the British Consulate.

MACAO HOTEL.

MACAO.

Manager: Mr. H. HAYES. Telephone Address: Macao, 1208. Situated in the Centre of the Praya's Grand. Both Hotel and Restaurant are under the management of a French Chef. Good and Delicate Food. Every information and assistance given. Tel. Address: Macao, 1208. May 1, 1909.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
MANILA	LOONGANG, FRIDAY, April 2, at 4 p.m.
SINGAPORE, PENANG, and OAUUTTA	LAIRANG, SATURDAY, April 3, at 4 p.m.
TIENSIN, via CHEFOO, CHONGSHING, SUNDAY	April 4, Daylight.
MANILA, YOKOHAMA, YONBANG, FRIDAY	April 9, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOI	NAMSANG, TUESDAY, April 20, at 4 p.m.

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamers Kurematsu, Namsang and Fookang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 1 to 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yankong, Chefoo, Tientsin, Tawoo, Unkoo, Jossellon and Letham.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 51. General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
SHANGHAI	YUN
CHONGHAI	YUN
MANILA	YUN
SHANGHAI	YUN
MANILA, ZAMBANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAULFIELD, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH	CHONGHAI
WEIHAIWEI & TIENSIN	HONGKONG
SHANGHAI	CHONGHAI
OREO & ILOILO	CHONGHAI
MANILA	CHONGHAI

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Steerage. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SUREW STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Steerage and Dining Saloon.

SHANGHAI LINE.

FAST SUREW TWIN SUREW STEAMERS (S.S. Anhui, Chefoo, Lian, Chinghai) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Steerage and Dining Saloon, leaving Hongkong for Shanghai about every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai at the French Bund.

FARES INCLUDING WINE—Single \$40, return \$70.

For freight or passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 34.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO & SALINA CRUZ (Mexico).

S.S. America Maru - 6000 tons gross Sails April 14th, 09.

S.S. Hongkong Maru - 6000 " " " June, 09.

S.S. Manshu Maru - 5000 " " " August, 09.

S.S. America Maru - 6000 " " " October, 09.

For particulars apply to K. MATSUDA, Manager.

TOYO KISEN KAISHA, YORK BUILDINGS.

Hongkong, March 12, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
DAIJI MARU	TAMUI, via SWATOW, SUNDAY, 4th April, at 10 a.m.
JOSHIN MARU	TAMUI, via SWATOW, SUNDAY, 11th April, at 9 a.m.

* These New Steamers have excellent accommodation of First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabin Ample. Unexcelled Table.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply to the O.S.K. Local Branch Office, 2nd Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	PRINZ LUDWIG, Capt. F. V. Buss, WEDNESDAY, 7th April, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	BURLOW, Capt. H. Farnes, WEDNESDAY, 7th April, at Noon.
MANILA, YAP, NEWGUINEA, BUS-BANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz, FRIDAY, 2nd April, at Noon.
YOKOHAMA AND KOBE	PRINZ SIGISMUND, Capt. H. Lenz, SATURDAY, 3rd April, at Noon.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Smith, SATURDAY, 3rd April, at Noon.

For further particulars, apply to

Norddeutscher Lloyd, MESSAGERIES & Co., General Agents, Hongkong.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leave	Arriving	Due at	Due at
to	Hongkong	from Colombo to	Brindisi (Brindisi)	London (London)
DELHI	April 3	May 1	May 1	May 1
DEVANHA	April 17	May 15	May 15	May 15
ABRAHA	May 1	May 29	May 29	May 29
DELHI	May 15	June 12	June 12	June 12
DEVANHA	May 29	June 26	June 26	June 26

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamer	Leave	Arriving	Due at
from	Hongkong	from	London
SUMATRA	April 13	May 1	May 1
PALENA	April 27	May 15	May 15
WELLA	May 11	May 29	May 29
PERA	May 25	June 12	June 12
SOMALI	June 8	June 26	June 26
POONA	June 22	July 10	July 10
NAMUR	July 6	July 24	July 24

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carry Island and Sand Passengers.

For further particulars, Apply to

E. A. HEWETT,
Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
EASTERN	April 5.	23rd April, at Noon.
ALDENHAM	May 3.	23rd May, at Noon.
EMPIRE	May 31.	23rd June, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of fresh provisions, etc., and are lighted throughout with electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 1, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Forced Hot Water Heating. Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamer	Tonnage	Captain	For	Sailing Date
RUBI	2540	R. W. Almond	Manila	FRIDAY, April 2, at 5 p.m.
LAPIO	2540	R. Rodger	Manila	FRIDAY, April 10, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong-New York.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With liberty to call at the MALARIA COAST.)

Steamer	Leave	Arriving
from	Hongkong	New York
AMERICA	April 10	May 1
AMERICA	April 24	May 15

For Freight and Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and most luxurious Steamers on the Coast, having ample Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

Steamer	For	Leaving
HAINAN	SWATOW	THURSDAY, 1st April, at 9 p.m.
HAINAN	SWATOW, AMOY & POOCHOW	FRIDAY, 2nd April, at Noon.
HAINAN	SWATOW, AMOY & POOCHOW	TUESDAY, 6th April, at Noon.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN L.I.J.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	ARRIVED OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	AMOY	First half of April.	JAVA	First half of April.
TJIPANAS	JAVA	Do.	SHANGHAI	Do.
TJILIWONG	JAPAN	Do.	JAVA	Do.
TJILATJAP	JAPAN	Second half of April.	JAVA	Second half of April.
TJIKINI	JAPAN	Do.	JAVA	Do.
TJIBODAS	JAVA	First half of May.	JAPAN	First half of May.

THESE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.J.N.
YORK BUILDINGS, 1st Floor.

Telephone No. 575.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

HEAD OFFICE - LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:

16, DES VOEUX ROAD, Hongkong.

Japan Office:

14, WATER STREET, Yokohama.

Hongkong, April 4, 1908.

GREAT NORTHERN STEAMSHIP COMPANY.

Operating the New Twin Screw Steamship

MINNESOTA -

28,000 TONS

BETWEEN YOKOHAMA, KORE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain Chas. Austin, THURSDAY, 1st May, at Noon 1909.

Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

(Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Sulu, Zamboanga, Java, India, London and Panama.)

EXCLUSIVE PASSENGER ACCOMMODATIONS - Saloon and Staterooms (all outside rooms), Main room, Library, Smoking room, Nursery, Lounge, (1st class), etc.

Trans-Pacific Cabin passengers may travel by rail to desired port of Yokohama, Kobe, and Nagasaki, without extra charge.

For information of outside cabin passengers return tickets are interchangeable with regular mail line between Japan, China and Hong Kong.

For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

FOR SHANGHAI, YOKOHAMA, KORE AND MOI.

THE Steamship

JAPAN

Captain J. L. Oldham, will be despatched for the above ports on TUESDAY, 1st April, at Noon.

The Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a daily certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,
Hongkong, March 30, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the MALARIA COAST.)

THE Steamship

YORKMAN PRINCE

will be despatched for the above ports on WEDNESDAY, 1st April, at Noon.

For Freight or Passage, apply to

ABNOR, PATTERSON & Co.,
Hongkong, March 30, 1909.

Shipping.

NORDDEUTSCHER LLOYD BREMEN.

FOR KUDAT & SANDAKAN.

Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO & MENADO.

THE Steamship

BORNEO

Captain E. Sammel, (ready to load on FRIDAY, a.m. the 3rd April), will leave on SATURDAY, the 3rd April, at 8 a.m.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELBOURNE & Co.,
General Agents.

Hongkong, March 30, 1909.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PHILIPPINES AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN, GULF, ORIENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

DELHI, Captain J. D. Anderson, R.N., carrying 1500 tons, will be despatched from this for BOMBAY, etc., for Passengers and Mails, on FRIDAY, the 3rd April, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Molam," 11,000 tons, from Colombo. Passengers accommodation in which vessel is second before departure from Hongkong.

Suez and Valparaiso, all Cargo for France, and for the West Indies (under arrangement) will be transhipped at Colombo into the mail steamer "proceeding to" Marseilles and London; other cargo for London, etc., will be conveyed by the "R.M.S. Mexico," due in London on the 14th May, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are recorded.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, March 30, 1909.

'SHIRE' LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

GLAMORGANSHIRE,

will be despatched as above about 10th April.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, March 5, 1909.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER "OFFICINA."

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-

From London, etc. ex R.M.S. "Jarmouth," from Penang, etc. ex "P.I.S.N." and B. & P.N. Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 7th April, at 2 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, March 30, 1909.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER "OFFICINA."

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-

From London, etc. ex R.M.S. "Jarmouth," from Penang, etc. ex "P.I.S.N." and B. & P.N. Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 7th April, at 2 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, March 30, 1909.

Notices to Consignees.

NOTICE TO CONSIGNEES.

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Hongkong, March 30, 1909.

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA & EUROPE via DAIRIN (DALNY).

MAIN RAILWAY LINE - Semi-Weekly Express Service from Dairen to Changchun (Kwantung), in connection with Siberian Express (Russia to Harbin), by train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Co. Co.

BRANCH RAILWAY TO ANTON.

From Dairen to Anthon (Port Arthur), 2 hours from Dairen.

From Anthon to Port Arthur, 2 hours from Anthon.

From Port Arthur to Shanghai, 2 hours from Port Arthur.

From Shanghai to London, 2 hours from Shanghai.

STEAMSHIP SERVICE - Regular Direct Weekly Service by the fast "Pacific" Steamer "Korea Maru" (3,577 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchuria Express and Trans-Siberian Route (International Train de Jour).

RAILWAY HOTELS - YAMATO HOTEL (Tel. Add. 10, Yamanote). At DAIRIN (Dairen), YAMATO HOTEL (Tel. Add. 10, Yamanote). At CHANGCHUN (Kwantung), all managed by the Company and provided with every convenience, luxury and comfort.

TICKET AGENTS in the FAR EAST & EUROPE - Messrs. THOS. COOK & SON, and the INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS CO.

FUSION COLLIERIES (Fusion Steam Coal) is supplied at Dairen, Yenchow, etc. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIRIN.
Tel. Add. 10, Yamanote. Code: A.B.C., 1st Ed., A.T. and L. 1908. Hongkong, January 1, 1909.

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

GOEBEN,

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tea, etc., etc., are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, March 30, 1909.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER "OFFICINA."

FROM BOMBAY, COLOMBO AND STRAITS.

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From London, etc. ex R.M.S. "Jarmouth," from Penang, etc. ex "P.I.S.N." and B. & P.N. Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 7th April, at 2 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

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Hongkong, March 30, 1909.

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